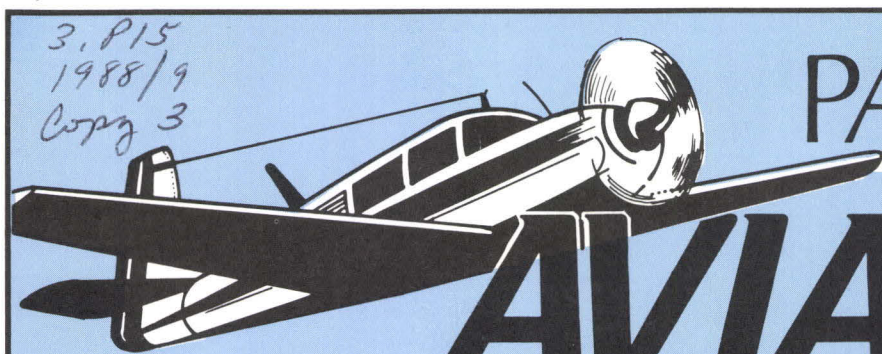


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PALMETTO

AVIATION

Volume 40, Number 7

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September, 1988

## "Tee" McWhirter Honored in Lancaster

If you've flown into the Lancaster Airport recently it wasn't really the Lancaster Airport. It was McWhirter Field.

The Lancaster County Airport was officially dedicated to Foy S. "Tee" McWhirter on August 4, for his life-long efforts to develop the airport.

The 65-year-old McWhirter attributed his success to his belief that "No dream is impossible."

More than 500 friends, family and admirers attended the ceremony in stifling 100-degree-heat honoring "Tee" McWhirter by officially changing the name of the Lancaster Airport to McWhirter Field.

The ceremony not only dedicated the airport to McWhirter, but

**McWhirter's granddaughters, Madeline and Jessica, unveil the highway marker honoring "Tee" McWhirter for his life-long achievements to Lancaster County.**



also officially changed the name of U.S. 521 near the airport to McWhirter Highway.

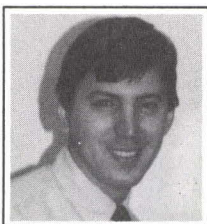
It was a family affair with Rev. Paul McWhirter, Jr., giving the invocation, his granddaughters unveiling the highway marker and a multitude of family members sit-

ting in the front rows applauding loudly for McWhirter.

McWhirter, owner of the Lancaster Motor Company, was a charter member and the first chairman of the Lancaster County Airport Commission when it was first  
*See Lancaster, Page 6*

## FAA Announces Personnel Changes

Airport sponsors in South Carolina can expect to see some new faces in the FAA's Atlanta Airports District Office soon due to recent personnel changes.

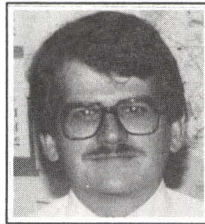


**Chapman**

Robert "Rusty" Chapman has assumed new duties in the planning/programming area, while Joe Hebert (pronounced A-bear) will oversee engineering and construction activity.

Chapman, a native of Atlanta and a registered professional engineer, graduated from Georgia Tech in 1972 with a B.S. in civil engineering and again in 1973 with a master's degree.

He joined the FAA in 1976 but left in 1982 to work with the Department of Defense. He rejoined the FAA in February of this year. Chapman has been promoted to Program Man-

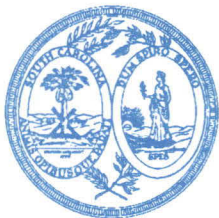


**Hebert**

ager in the Safety and Program Development Section, replacing Elizabeth Thompson who went to the Airports Division.

Hebert, was recently promoted to a Project Manager within the Engineering and Construction Section upon the retirement of Doug Braunsroth. He is a 1982 graduate of Georgia Tech with a B.S. in civil engineering and is working on his master's degree in technology management at Southern Tech. He is also a registered professional engineer and a licensed pilot.





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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# Aircraft Liens Are Now Possible

## *A Professional Report*

**By George C. Kosko**

South Carolina has recognized a statutory lien known as a Mechanic's or Artisan's Lien. This lien operates to protect a person who has provided services or repairs to personal or real property. For instance, if you took your laundry to a dry cleaner to be cleaned, until you pay the cleaner he has a lien on your clothes, and can hold them until paid. The same is true for repairs to automobiles, railroad, use of breeding stock, kennels, or textile manufacturers, as well as aircraft repairers.

A problem, however, arose when an individual who had a valid lien gave possession of the personal property. This could occur, for example, when an individual would want to test fly the airplane after repairs, and then would not bring it back to the repair facility, nor pay for the repairs. In order to address the situation, South Carolina passed Section 29-15-100 which provides that a specific lien is granted to anyone who supplies material and labor, or contracts of indemnity for aircraft in South Carolina. This lien does not require the person to keep possession of the aircraft in order for the lien to be valid.

It is one thing to have a valid lien, and yet another to collect what is owed. Aircraft titles, and liens are governed by the Federal Aviation Administration. All such documents are filed with the FAA in Oklahoma city. However, an anomaly exists in that the FAA looks to the state law before recording any lien. Thus, prior to the passage of the South Carolina Aircraft

Lien Statute, it was impossible for anyone to file a Mechanic's Lien against an airplane since the FAA required such filing to be dependent upon, and derivative of, a state statute. With the statute, it is now possible for liens to be filed against an aircraft. In this event, a person performing a title search before purchasing an aircraft will note the lien, and will realize that before the transaction can be consummated, and clear title passed to the aircraft, the lien must be paid. The same is true of any refinancing.

There are strict requirements in timing before an aircraft lien can be valid. In addition to filing with the FAA, it must also be filed in the county in which the aircraft was located at the time the services, or supplies, were provided. A sworn statement must be filed within ninety (90) days of the providing of services. In order to collect under the lien, however, a lawsuit must be commenced. The advantage of filing a lawsuit under the lien statute as opposed to a suit on a debt, is the priority that may be afforded Mechanic's Liens.

It behooves a person who has provided services to an aircraft, and who has not been paid, and who does not have possession of the aircraft, to follow the lien statute of South Carolina to perfect the lien, file the lien with the FAA, and to commence an action to collect upon the lien.

**George C. Kosko**, is a Columbia attorney who practices extensively in aviation matters throughout the Southeast.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 1987, Columbia, South Carolina, 29202. Phone: (803) 739-5400.



# Airports Conference Plans Begin to Gel

The 11th Annual South Carolina Airports Conference is being planned.

Among the topics discussed by the Planning Committee for the possible inclusion in the conference are —

- a general session on underground storage tanks with the Department of Health and Environmental Control, the Environmental Protection Agency, and an insurance expert;

- a workshop on the maximization of airport resources, including property;

- a workshop on FBO problems and concerns.

And, of course, there will be a FAA Listening Session which is always interesting and informative.

**Don't forget — the 11th Annual SC Airports Conference, Nov. 15, 16, 17 and 18 at the Marriott Resort Hotel at Hilton Head Island.**

## Commission Awards Funds To Donaldson, Anderson and Cheraw

Donaldson Center Industrial Airpark, Cheraw Municipal and Anderson County Airport have all been approved for airport improvement grants from the S.C. Aeronautics Commission during their monthly meeting August 17 in Columbia.

The grants, which represent projects totalling \$307,763, will be used for airport improvements.

Edwin S. Pearlstine, commission chairman, announced the following projects:

- Donaldson Center was

awarded \$5,881.91 from the state to seal joints and cracks on Runway 04/22.

- Cheraw Municipal was approved for a \$10,000 grant to enlarge the terminal building.

- Anderson County Airport was awarded \$138,000 to rehabilitate their ramp pavement.

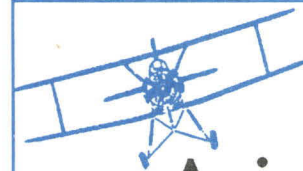
All of the grants approved by the Aeronautics Commission represent 50 percent of the total project cost of \$307,763.

The remainder of the project costs will come from local sources.



## This Aeronca Champ is A Champ

This Aeronca Champion 7AC (circa 1946) won Best Classic Under 80 Horsepower at Oshkosk '88 competing with over 400 other classics. Pictured above with a few of their trophies are (l-r) Ray Ackermann, John Gardner, Xen Motsinger and Ken Harrill; all owners and restorers.



## Aviation Calendar

### September 11

Breakfast Club

Special Weekend Meeting  
Jekyll Island Airport, GA

### September 18

Breakfast Club

Newberry County Airport

### September 19-23

WWII B-17

"Flying Fortress"

Confederate Air Force

Greenville Downtown

### Sept. 30, October 1-2

Antique Fly-In

Woodward Field

Camden Airport

### October 2

Breakfast Club

Woodward Field

Camden Airport

### October 6-8

AOPA Nat'l Convention

Nashville, TN

### October 9

Chester Air Show

Kim Person

Wayne Parrish

Breakfast Club

Chester Municipal Airport

### October 16

Breakfast Club

Election of Officers

Orangeburg Municipal

### October 21-23

AOPA Flight Instructor

Refresher Course

Columbia

### October 30

Breakfast Club

Kirk Air Base

Lancaster, SC

### November 15-18

SC Airports Conference

Marriott Resort

Hilton Head Island



## St. George Airport: The Little Airport in the Woods

Down a twisting dirt road, near freshly plowed fields and thick stands of pine lies the St. George Airport.

"We call it the 'Little Airport in the Woods'" said Kathie Bradley, who is a FBO with her husband, David, at the St. George Municipal Airport in Dorchester County.

Bradley describes it as "a family-style airport" with fly-ins every Sunday embellished with airplane rides and sing-alongs.



**Kathie Bradley offers Cricket, the airport horse, a treat near the St. George terminal building.**

The St. George Airport is located in the northwestern part of Dorchester County on S.C. Highway 78. Bradley said the way to find them from the air is "it's just south of the two cement plants."

In addition, the airport is attended 24 hrs. a day with security and tie-down space available, and provides light maintenance and 100-hour inspections, and has three based aircraft.

Businesses in the area include Westvaco, Georgia-Pacific, Santee Cement Plant and Conoflow, a manufacturing company.

"When we got here," said the perky blonde, "there were airplane parts all over the terminal building;

the plumbing didn't work. It was a mess, but we've gotten to the point where it looks pretty good."

"The county hasn't given us very much to work with," she said, "But we've been cleaning and fixing it up as best we can."

"We have an awful lot of community interest. Local bankers, and doctors have asked us what we want to do out here. The very first thing is get the county to pave that dirt road. That'll make a big difference,"

Bradley and her husband are optimistic.

In the years to come, they would like a tubular VASI system which would help with their flight instruction, and a person for full-time maintenance help.

Also, she said "we need to have some trees cut down, the VASI needs to be redone completely and the very ends of the ditches need to be filled in."

David, a native of Columbia, is a licensed A&P mechanic who worked as a pilot with a landscape architect in Walterboro before moving to St. George.

Currently, David teaches a steady stream of students, three professional and 10 private students seven days a week, with days beginning at 7 a.m. to teach a local banker to fly and ending as late as 10 p.m. David is a CFI, and has Basic-Advanced and Instrument Ground Instructor licenses.

Kathie, originally from Flint, Michigan, professes to be a "southern belle in training." She fuels the planes, keeps the airport grounds neat, keeps the books and schedules their students for teaching sessions.

Kathie said that one of the biggest problems is that people get St. George and Summerville airports confused, since they are both

Dorchester County airports.

"We had one guy in a jet sit for three hours until I finally convinced him his people were waiting at Summerville" she added.

While the week is generally filled with students flying, David and Kathie take time off on Sunday to relax at their 'airport in the woods' by holding Sunday Family Fly-ins.

The fly-ins start about 4 p.m. with Kathie, who is a professional singer, playing her guitar. Other pilots bring their instruments and add to the sing-along atmosphere.

The Bradley's encourage entire families to join them for horseback rides on 16-year-old Cricket and, possibly, a ride on their bi-plane.

However, hospitality is their main attribute at St. George. "We feed everybody who comes in," said Kathie, pointing to the pitcher of iced tea and a plate of homemade sandwiches.

Like most small towns, little things can add up to the biggest annoyances. "We're trying to get a pepsi machine for our terminal building. We've been on the 12-week waiting list longer than 12-weeks."

When you come to the St. George Municipal Airport, expect to be greeted by wagging tails from Rudder and Roxie, the Bradley's two dogs.

Of course, Cricket, the airport horse, will probably be in the distance grazing.

Sometimes the silence is broken by a student pilot practicing his latest assignment or by the ringing of the pay phone outside the white terminal building.

But mainly, the St. George Municipal is an airport ready to shed its title of being 'the little airport in the woods' and become the big airport for the city.



# The Civil Air Patrol

## International Air Cadets Explore South Carolina

The S.C. Wing of the Civil Air Patrol has had an exciting August escorting four Turkish cadets around the state.

For two weeks this past month, Lt. Col. Cliff Morrisset, CAP assisted with the International Air Cadet Exchange Program by showing four Turkish cadets what it's like to live in America.

For two of the cadets, this was their first experience in coming to the United States, the other two had been to the states before, but none had ever visited South Carolina.

All of the teenage cadets have been involved in their Turkish Air Club since elementary school and have had to undergo standardized tests, personal interviews and aviation exams in order to be selected for the trip.

According to one cadet, it is a supreme honor to be able to repre-

sent their country with thousands of young men and women vying for the opportunity each time.

Two cadets each were sent to Norway, Germany, England, and Canada. The top four cadets were sent to the U.S. — all to South Carolina.

This year's international cadets were: Sevkett Guler of Ankara, Celal Evci from Sivas, Serkan Ozgen from Ankara and Serkan Haskoic from Ankara.

The cadets learned first-hand what American culture is like, including home life by staying with various CAP cadets and their families.

While in South Carolina, they went to Aiken, Greenville, Spartanburg, Charleston and Columbia.

In Aiken, they rode horses, played Putt-Putt in Greenville,

bowled in Columbia, toured historic Charleston and swam in the Atlantic.

On a more educational side to their visit, they visited the Lockheed Repair shops at Donaldson Center in Greenville, went into the Jet Tower at Greer and toured the hangar facilities at state Aeronautics Commission.

In addition, the four were given local flights in Aiken, Greenville and Columbia to show them what the area looked like from the air.

In Columbia, the cadets had a look at the University of South Carolina where they toured the different colleges. They all hope to return to the United States to pursue college educations.

All in all, the cadets enjoyed exploring the United States, learning about our culture and the South Carolina CAP.

### *CAP Dates to Remember*

Sept. 11 - Full Commander's Call  
Wing and CAC

Sept. 17 - Disaster Relief Evaluation  
At Wing

Sept. 18 - Wing Workday  
All personnel

Oct. 1 - S.C. Wing Cadet Competition  
TBA

Oct. 1 - Flight Clinic at Sumter  
TBA

Oct. 2 - Full Commander's Call  
Wing and CAC

Oct. 8-9 - Squadron Leadership School

Oct. 15 - Wing Workday



These four International Cadets from Turkey were guests of the SC Wing for two weeks and traveled the state learning and experiencing life in the U.S.



# Lancaster Honors McWhirter

Continued from Page 1

first formed in 1965.

In addition, McWhirter was the primary reason the airport's worth is now valued at about \$12 million with a 6,000 ft. runway, four hangars and a modern terminal building. Most people agree that Lancaster is one of the finest facilities of its size in the Southeast.

In 1970, the land for the airport was purchased and in 1971 opened its runway.

Lindsay Pettus, a Lancaster County councilman, said, through Tee McWhirter's efforts, if you fly by plane or come by highway, you'll know that Lancaster County is a progressive county.

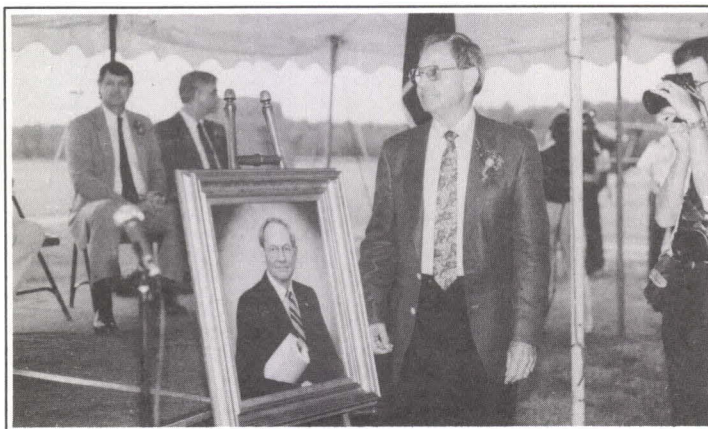
"He has given to the county," said Pettus, "and the quality of life...and helped to sell Lancaster County...Thanks Tee."

Johnny Harper, past chairman of the Lancaster County Airport Commission, spoke on the history of the 33-year-old airport.

"The Lancaster County Airport," said Harper, "has the largest non-air carrier runway in South Carolina, has a 65-acre aviation easement around it and owns 366 acres of land, and Tee McWhirter managed it all for 16 years."

Joe Rideoutte, Executive Director of the S.C. Highways and Public Transportation Department, commended McWhirter for his dedi-

**McWhirter thanks county councilmen after unveiling his portrait which will hang in the McWhirter Field terminal building.**



cated three terms of service on the state's Highway Commission.

He said, "McWhirter always took care of his home county first.. and helped get I-77 through Lancaster County. But he wasn't satisfied with just that and got U.S. 521 to go through the county, too."

In addition to all of the state's constitutional officers, members of the Lancaster County Council and the Lancaster County Airport Commission attended the ceremony honoring their colleague.

Gov. Carroll Campbell was also on hand to laud praises on McWhirter's achievements.

"The development of an airport shows the vitality of the community," the governor added, "And 5200 new jobs for South Carolina have been created by this airport."

After many accolades, McWhirter finally spoke to the crowd saying thank-you. He then

reminisced about the beginnings of the airport. "We built the signs with our own little hands and our own little saws...We also managed to build our own little hangars."

He said that there were times when things angered him, joking "it was easier pulling a cat from a screen door" than it was to get me to back down.

He said "No dream is impossible" and he looked forward to the future projects for the airport. "We hope to build a 100-acre lake to compliment the airport, Springs Industries and the city of Lancaster."

The airport has gone from a parcel of land in 1970 to today's \$12 million modern facility with businesses landing their jets there. Lancaster County can attribute its burgeoning prosperity to the Lancaster Airport, and, ultimately, to Tee McWhirter.

## Freedom Weekend Aloft Still Afloat Despite Poor Weather

Freedom Weekend Aloft supporters are heaving a sigh of financial relief after learning their July '88 event posted a profit of \$55,00 for the first time in many years.

The unexpected bad weather, including a down-pour July 4, made organizers fear the worst for their festival which attracted over 190,000, about 60,000 fewer people than anticipated.

However, money from other sources including midway rides, arts and crafts, contributed heavily to the profitability. In addition, FWA added a sponsor organization called the Spectrum Club.





# FYI From the FAA

## 1988 Certificated Flight Instructor of the Year

Robert Harvey Burroughs can be very proud of himself.

Burroughs was named FAA's 1988 General Aviation Certificated Flight Instructor of the Year.

The Conway resident was chosen over many applicants to become not only South Carolina's winner, but also the regional winner.

His nomination goes on to Washington D.C. to compete with nine other regional winners to ultimately win the national award to be named October 5.

The award is given to emphasize the importance of the role flight instructors play in aviation safety and to focus the attention of industry on the vital contributions made by flight instructors.

The program is sponsored by the AOPA Air Safety Foundation, General Aviation Manufacturers Association, Helicopter Association International, National Business Aircraft Association, National Air Transportation Association, and the Federal Aviation Administration.

Burroughs is no newcomer to flight instruction. He was first designated a flight instructor in 1969 and has 19 years of experience with 12,000 plus flight hours and over 7,000 hours of instruction given.

He is employed by Gee-Bee Aviation Schools in North Myrtle Beach.

Burroughs' wife, Greta, submitted his nomination in June and wrote the following:

'A very deserving candidate for Flight Instructor of the Year is Robert H. Burroughs. Along with being a gold seal flight instructor, he also serves as a volunteer accident prevention counselor and a designated pilot examiner. His 12,000+ hours of flight time (with

no accidents, incidents, or violations) include personal, corporate, airline and commercial services with the majority of his time, 7,000 hours, as a flight instructor. Even with all his experience he states that he is still learning and practice and recurrent training play an important role in retaining his proficiency.'

'Bob's philosophy is to not only teach the skills involved in flying, but to impress on everyone his concern for proficiency and safety. He succeeds in this by presenting safety meetings on such topics as disorientation, traffic pattern safety, and communication with ATC along with other subjects related to flying in our local area. Our airport caters to a wide variety of traffic; trainers, tourists, corporate, military, etc. which puts a strain on everyone operating in and out of the airport. Through one of his safety meetings, Bob opened up a channel of communication between pilots and controllers that allowed both sides to express grievances and clear up some misunderstandings.'

'His periodic ocean and mountain flying seminars have contrib-

uted to the safety of pilots flying in these environments for the first time.'

'As a proponent of safety in all aviation operations, he advocates recurrent training and proficiency checks for pilots and flight instructors. He backs this up with offering free proficiency checks for all the pilots in our area.'

'Bob's contributions to general aviation are far too numerous to mention them all. As a flight instructor, he has helped many people to develop skills that have lead either to a career in aviation or an enjoyable hobby.'

'Bob is a concerned teacher who wants his students to know more than just the maneuvers involved in the flight test. He wants then to exercise good judgment while developing their skills and knowledge of safety in all pilot operations. These reasons plus the fact that he has devoted over twenty years of service to the aviation community make him a worthwhile candidate for Flight Instructor of the Year.'

Burroughs' students know their flight instructor is one of the best in the nation, and this award

### Flight Standards District Office Accident Prevention Programs

The following safety meetings will be conducted by the Carolina FSDO in Columbia.

#### Sept. 10

Private Pilot 10 a.m.  
SC Civil Air Patrol  
Columbia

#### October 12

To Be Announced 7 p.m.  
National Guard Amory  
Rock Hill, SC

#### Nov. 17

To Be Announced 7 p.m.  
Orr Aviation Hangar  
Spartanburg Airport

*Dave Anderson is the Flight Safety Specialist for the Columbia Flight Standards District Office. He can be reached by calling (803) 765-5931 or writing at Columbia FSDO, 2819 Aviation Way, West Columbia, SC 29169.*





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**This Month...**

**Inside Palmetto Aviation**

- Lancaster Airport Named for Tee McWhirter
- Airport Conference Plans Announced
- St. George: The Little Airport in the Woods

... and much, much more!

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STATE DOCUMENTS

## ***Consumer Alert: Learn Before You Buy or Sell***

Are you buying or selling an airplane?

Since airplanes come in a variety of shapes and sizes, you should look for some potential problems common to all general aviation aircraft.

The following procedures can be used when buying or selling your aircraft--

- Research- industry publications and airplane flight manuals are good places to begin.
- Specific make and models sometimes have special organizations formed around them. Since these clubs usually have extensive libraries, they will be able to help answer your questions.
- FAA type certificate data sheets include such basic information as type of engine installed, center of gravity range and air speed

limitations. There are also very important "notes section" which has additional information not covered in the data sheet.

- Personally inspect the aircraft and insist on reviewing all maintenance records and documents.

If you have any questions or problems consult with your local FBO or a reputable aircraft dealer.

Further information can be obtained by contacting the Flight Standards District Office concerning a recent back-to-basics program which includes a slide presentation on how to buy or sell an airplane.

If you think you have been defrauded in any way contact the State Department of Consumer Affairs at 1-800-922-1594.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.